

LOWEST PRICES ON FABRIC

Navajo Blankets

MEXICAN AND INDIAN CURIOS

Wright's Trading Post, Cor. Third and Gold

Aztec Fuel Co.**FRANK A. HUBBELL
GETS JUDGMENT
FOR \$18,502**

**Gallup
Yankee
Swastika**
All kinds of Wood
Phone 251.
**WILL ALBUQUERQUE
HAVE THE BIGGEST
ROUND HOUSE?****Declares New Santa Fe Struc-
ture Here With 60 Big
Stalls Will Be Largest in
World.**

Is Albuquerque going to have the biggest railroad round house in the world? This question is being answered in the affirmative by railroad men discussing the extensive new improvements to be built by the railroad company at this point which will make Albuquerque second in mechanical importance only to Topeka. It is planned that the new round house will have sixty stalls, each of sufficient size to accommodate one of the Mallet compound locomotives of the 2000 class. When it is considered twice the length of the ordinary locomotive it becomes evident that the new round house is going to be a tremendous affair, one of the largest if not the very largest, ever built.

TOO LATE TO CLASSIFY.

FOR SALE or exchange—Large brick dwelling, modern, suitable for comfortable family home or apartments. Also 3 modern brick cottages for sale. Room 4, Whiting Bldg.

WANTED—Work by experienced grocery clerk. At stock-keeper, inside or wagon. C. H., the Herald.

WANTED—Man to attend store three hours daily—12:15 to 2:15 and 6 to 7 p.m. Apply 299 South Second.

Had to Do It.

Magistrate—Now, if you please, the bride's mother has nothing whatever to say here.

Mother (who has come to prompt the bride)—Excuse me! If I had nothing to say, we shouldn't be here at all.—Lustige Blattert.

**New
Neckwear**

All the latest novelties in new all silk creations direct from New York by express.

Stripes and Persian effects predominate—50, 75c, \$1.00, \$1.50 and \$2.00

SILK HOSE AND TIES to match in boxes—\$1.25.

Stetson Hats Knox Hats

MAIL ORDERS PROMPTLY FILLED.

E. T. Washburn & Co.
AND SONS' TRADING POST

COYOTE, That's Us
Coyote Springs Mineral Water Co.

of the vice-president; and in compilation of bills, senators were early in their work.

The outline of the winter's work seemed inextricably mixed, as senators and congressmen met in friendly conferences, with the prospect of tariff revision in the special session that is to assemble under President Wilson. In the Senate Republicans were slow to admit the certainty of Democratic control over all tariff problems, even with the great increase in membership that is to come with the new congress.

The reassembling of the House drew together a host of men, long prominently identified with Republican affairs, and a number who with the elections had brought political distinction. Among them were Nicholas Longworth of Ohio, John Dalloul of Pennsylvania, Ebenezer J. Hill of Connecticut, and John A. Needham of California, all members of the powerful ways and means committee, and leaders in protection and defense of Republican tariffs.

Of the so-called "Old Republican Guard," the force that supported and framed the Payne-Aldrich tariff law in the opening of President Taft's administration, but two members will remain on the ways and means committee. On March 4, Representative Paul of Nevada and Representative Fordney of Michigan.

In the ranks of the "lost termers" also were Representatives McKinley, Wilson, Ross and Prince of Illinois; Representative Norris of Nebraska, who is soon to step into the Senate; Representative Gilman of Pennsylvania, Republicans who were elected for re-election, and Representative Trumppacker, whose defeat in Indiana gave the Democrats a solid delegation from that state for the next session of congress.

The extent of Progressive influence in the winter session is the subject of general guess until end of the Capitol. Of the strong interest, the public element in the house, which has voted with the Democrats upon tariff measures during the last two years, may well wind up their service with this session. In the Kansas delegation, Victor Murdock was the only member to return to his seat today with a title for two more years. Representatives Ross Young and Jackson, all comparatively new members, went down before Democratic opponents.

The president's message is usually the most important business on the reassembling of congress. But as the first day of the session is the date and occasion of returning senators and members, with their exchange of greetings, the delivery of the message to congress, and its formal reading to both houses, usually goes over to the second day. This will doubtless be the procedure this year, so that the receipt and reading of the message will go over until tomorrow.

Before granting final judgment today, Judge Hayards formally overruled the defendant's demurser, and that the court allow the plaintiff to recover expenses of conducting and managing the business of the office during the Armijo occupation. The court granted an appeal to the supreme court, however.

Attorneys Marston and Wood appeared in court for Mr. Hubbell and the demurser offering to prove necessary expenses for the management of the office at the time. Mr. Armijo's answer was filed by Attorney Frank W. Cheney.

HARRIMAN MERGER

(Continued from Page One.)

first was a question of law—Does the purchase outright by one railroad company of the controlling corporate stock of another result in a combination in violation of the Sherman anti-trust law? No case seemingly had arisen which decided the point. Judge Hook reached the conclusion that since it had been decided in the Northern Securities case that the holding of the stock of two companies by a third was a violation of the law, therefore the holding by one of those two of the stock of the other must likewise be a violation. But Judge Adams, Van Devanter and Sanford did not pass on this question because they decided the case against the government on the second question.

The second question was whether the Union Pacific and the Southern Pacific were competitors for San Francisco business. The government presented witnesses to show the two companies before the merger maintained rival soliciting agents in the east and that they were commercially regarded as competitors for transcontinental business. The court reached the conclusion that the question of whether they were competitors was not to be decided entirely as a matter of fact governed by testimony, but was partially a question of law. As a matter of law, it was held that the two could not be competitors because the Union Pacific had to depend upon the Southern Pacific to get from Ogden to San Francisco and upon independent railroads to bring freight and passengers from the east to it at Kansas City and Omaha. In so finding, the court concluded the Union Pacific's line from Ogden through Portland to San Francisco was impracticable.

Weight was given by the majority of the court to the testimony for the railroads that the purchase was made not to throttle competition but to prevent the Union Pacific being bottled up at Ogden. It was said that Mr. Harriman acting for the Union Pacific first tried to purchase from the Southern Pacific the old Central Pacific line, extending from Ogden to San Francisco. In this, he failed. Then he entered into negotiations with C. P. Huntington for the purchase of a large block of the Southern Pacific's stock. In that, too, he failed. After Mr. Huntington died, efforts were renewed. The Gould interests were said to have been a rival bidder. This time, Mr. Harriman was successful. The motive of the Union Pacific, it was insisted, was merely to have a friendly outlet to San Francisco.

The government complained of the purchase by the Union Pacific of controlling stock in the Northern Pacific company. The court declared it was only necessary to say the Union Pacific had sold that stock.

Still another complaint was the purchase in 1904 by Defendants Harriman, Rogers, Stillman, Schiff, Kahn and William Rockefeller of \$20,000,000 in face value of the stock of the Atchison, Topeka and Santa Fe Railway company and the investment in 1906 by the Union Pacific in 5 percent of that stock. The court found no proof that any control was thus obtained over the rival Santa Fe.

The government also complained that the two systems, the Union Pacific and the Southern Pacific, were competitors for business from Atlantic seaboard and interior points of the country on the one hand to Portland, Ore., on the other; between the Atlantic seaboard on the one hand and Colorado and Utah common points on the other; between Portland on the one hand and Colorado and Nevada common points on the other; between San Francisco on one hand and Portland on the other; between San Francisco on the one hand and Montana and Idaho common points on the other; between New York and interior common points on the one hand and the Orient on the other.

In each of these subordinate complaints, the majority of the court found that the business of each of the railroads to the respective areas in question constituted as small a percentage of their total traffic that it would not be taken as the basis for a substantial restraint on interstate commerce.

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The test which the majority applied in subordinate complaints and in the test determining whether the rail-

roads were competitors was denounced by Judge Hook as probably allowing the Union Pacific to purchase lawfully control of all the great parallel railroad systems of the United States.

Another complaint was addressed to the construction of the San Pedro, Los Angeles & Salt Lake Railroad company. Defendant Clark and his associates started to build a road to connect Los Angeles and Salt Lake City and so did the Union Pacific. Because of the alleged impracticality of constructing two lines through the canyon known as "Meadow Valley Wash," one road was built, the court found, each group of promoters taking one-half the stock. The entire court found nothing violative of the Sherman anti-trust law in the Union Pacific's control of this road.

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